

WARLIKE MERCHANTMEN

apply of prize money in hard cash, with an equal allowance made to the families of their three shipmates who lost their lives in the fight.

(To be continued.)

OUR PARIS LETTER.

PARIS, 30th December.
The New Year commences on a Monday, and that is considered to be as lucky as if opened on a Thursday, as in olden times, when the day sacred to Jupiter passed, a twelve-month's happiness in advance. The astronomers are busy reading their horoscopes—and politicians also. One of the latter asserts there will be no European war in 1894, because France and Russia will not permit it. This is a counterblast to the German professor who announces that time will

up in late March, for the outbreak of the expected collision. May Franco and Russia then never continue their role of Siamese policeman! In reference to the controversy that the years 1900 and 1901 present, the author of the book, Dr. Flammarion explains that the shortest year will be A.D. 7800; it will be 70 seconds less than the predecessors: There is time to regulate step-watcher. Reams adhere to the Julian calendar, and so in 12 days' behind Western timepieces; who will be rewarded as A.D. 1602 she will have so progressed backwards that she, from accumulation of unbalanced minutes, will be 33 days in arrears of the official clocks and sundials as well as the Central European timepiece. Professor Fab, of

Philosophers have fixed the 18th or 19th 1899, as the end of the world of our planet—due to collision with the comet. The comet was discovered in 1886, or its fabric will even then have been torn. Earth, like a Popovitch, as Herodotus—
 twelve months before the opening of the 1900. World Fair. Even assuming, as the doctors, differ, as to the date of the comet's fall. Flammarion guarantees our planet has still only twelve millions of years of its lease, of which it has already used five. Yet to run. Mars, comets have no power in their tails.

M. Philosophers Chyvenn is not content either with the "onset of 1893 or the prospects of 1894. He is a pessimist like Schopenhauer, who, in 1894.

...promising but the happiness of death, too early arrived.
...prosecution to Mrs. ... his ...
... against human life, that of carrying an ...
... dictionary in his pocket as a ... M. ...
... becomes the ... nature of the Paris ...
... sphere—for which the ... cannot be ...
... responsible. He remains over the attitude of
... those imbeciles who remain, always content, ...
... the ... the ...
... on the ... the ...
... much to that no one feels safe, ...
... is the ... the ...
... the ... the ...
... no more, and packages from shops are so ...

that "people whose ideal is length of days" would wish such objects to first undergo a quantitative in the municipal laboratory. Our Honorable holds Zola responsible for placing "Jesus Christ" of *Le Terre in complicité* with Htm of the Gospels—English journalists will place note—and ext. chemistry, that has enabled all kinds of explosives, from *Travaux* gray, from lively to severe, to be placed at the command of the first comer. He admires the Convention that declined to accord Lavoisier three hours, gray to finish an experiment before guillotining him, because "the Republic had a need of chemistry." It is the crime of Poincaré

tion—the second who popularized potato culture in France—the world requires.

In the matter of international cables, the British lament their battle ships are "dismal," that their guns are not up to date, their torpedo boats and catchers inadequate and unmanageable. The French raise their hands in indignant astonishment that their navy, besides its horridly all the drawbacks of that of England, possesses quite a multitude of some of its own vessels.

Who are the taxpayers to believe? Mr. Clemenceau is making it a specialty in his journal to lay bare proofs of the inefficiency of the French navy. The transport *Nem* arrived at Saigon

After a series of moving accidents, sometimes in this greyhound could only strain two knees at a time; her machinery was always getting on and off order, and although there were twenty men on board, but two were skilled workmen, the others had only learned to make plungers and locks and shoe horses. The latter is not quite a drawback, since the Emperor of Germany orders his carriages to be taught ovality drill. In the winter of 1793, Ploegers captured the Dutch fleet with his cavalry. M. Lockroy thinks that the newest French ironclads are doomed to turn turtle when Greek meets Greek, and Sir D. Reed asserts the English ironclads will

follow suit, like the megalomaniacs Paavoge, Toller, and the coming sea Armageddon promises to be full of probable surprises. Then it will be dangerous to capture an enemy's ships to argument it is victor's own squadrons. Clearly the remedy for all this lies in the moral of the Wise Virgins: we have plenty of oil in the lamps, and vigilance is contraindicated; have no stint of war ships—the best plan to repair accidents—and plenty of soldiers ready to man them. Above all, do not entrust the mending of marine engines to farmers. *Autor ultra crepidam.*

Victor Schoencher's life work terminated in 1868, and in 1870. He has just died in his

nineteenth year, as a senatorial senator. He was the son of a rich fabricant of porcelain, and Hugo selected him as the type of the "Eugene Lormes" in the *Misérables*. He vowed his life and fortune to effect the abolition of slavery in 1849, in the French colousies, which he carried out in the 1849 republican assembly. He maintained that whether white or grey coloured, met were alike still, and that greins did not reside in the skin. In the same Assembly he carried the abolition of the cast in the French navy, and of the baracks in the galleys. He had down in the streets of the day book for 2nd Decemebre 1851 a motion for the abolition of capital

passionate, but the Comp d Stat took place in the preceding night, and he was next day on the barricade, beside his fellow deputy who there shot the famous Baudin. The latter would not have been killed by the military had not a police agent, as is now established, fired from a window a musket at the soldiers after killing one of the men. Then a volley was fired, and the stormed barricade was carried. Decried to transportation, Scholcher like Victor Hugo, escaped to England, after declining the imperial amnesty, both on his return after the downfall of the Second Empire. The deceased was a bibliophile, an

had the richest collection of pamphlets in the possession of any amateur. The present writer took a number of his obligations to his quarters in the same shop and life experiences on political and economic questions. He lived quite alone among the masses. Said the late Pastor de Almeida: "Sobretudo, em um ambiente que me deu a palavra em Gênesis." He proposed to treat a socialist disbelief in the immortality.

At the rate foreign questions are nagging us between England and France, the latter must organize a Ministry of the Colonies without delay. Perhaps, being thus so compelled may explain why at this point for the development of the

possessions. There isufferism and Ubaniat in Slim, suffering on the Niger, suffering round Lake Tobad. Now buism has started up like a Jack-in-the-Box at Cape Bojador in Western Morocco, where England, as it is right of her or any other nation's merchants has founded a "factory" or a *comptoir*. To attention of the Sultan and of Spain is called to this "masterly move" of John Bull, which a stepping stone, says the Boulevard platformer to his abetting the Sultanate. Muley Bassa doubtless addresses an *aradees, ambo* monthly to both France and England. However the latter has hitherto a wide entente

door to feed the caravans with her merchandise that trade between the Atlantic coast, the province, and eastern Senegal, and up to Fatick, if the Germans consent, not to raise their historical barbedoes. All others: Louis, the Canary Islands, as the port, like all the towns of the English possessions—a fact, France would wish to model and so give an impetus to the Colonial progress—is open to all the world, the same conditions as to British traders, the best plan for France, to adopt it to pour goods there, cheaper than can be done either English, German, or American traders. If the Tongareva and the Saonaeas will be co-

The wallings and gnashings of teeth of French farmers at the drop in the price of wheat still ting in the observer's ears as a kind of overture to the Crack of Doom—somehow a latter never arises like the millipating. It now the turn of the vineyard proprietors. They cannot obtain any market for their wines. Parisians are condemned to still drink the juice of the grape, stretched out as long as the paddle works. At Perpignan, the wine growers are so muffled by inability to get their p

dicts off their hands that they threaten not pay any more taxes, and call upon their parties and senators to withdraw from the legislature. All these unhappy results are the consequence of the Laccoon strangulation of France.

NOTICES TO CONSIGNEES

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ARGYLE" FROM NEW YORK
CONSIGNEES of Cargo are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst. will be subject to sale.
All claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will be rejected.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.
Hongkong, 23rd January, 1894. 187

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Argyle" from New York or S.S. "Vesta" from London or S.S. "Vesta" from London, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco, and other goods, will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained, and where they will be examined on the 20th inst. at 3 p.m.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day (Thursday), the 25th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter.
Goods remaining undelivered after Thursday, the 25th inst., will be subject to sale.
All claims must be sent in to me on or before Thursday, the 25th inst., or they will be rejected.
All Damaged Packages will be examined on Thursday, the 25th inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th January, 1894. 19

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND SINGAPORE.

THE Steamship

"GLENFALL" will be despatched on above route, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
This vessel brings on Cargo:
From Australia, ex "Glenloch", transhipped at London.
Cargo remaining undelivered after the 2nd prox. will be subject to sale. No Fire Insurance has been effected.
Consignees are requested to send in their claims for damages and/or shortages not later than the 9th prox. otherwise they will be rejected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 27th January, 1894. 204

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA."

FROM HAMBURG, COLUMBO, AND SINGAPORE.

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"SHIRE" LINE OF STEAMERS.

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S.S. "MONMOUTHSHIRE" FROM HAMBURG, ANTWERP, LONDON, AND STRAITS.
CONSIGNEES of Cargo are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless intimation is received from the Consignee before Noon To-day (Thursday), the 25th inst., requesting it to be landed here.
Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.
Hongkong, 25th January, 1894. 184

COMPAGNIE DES MESSAGERIES MARITIMES.

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